

1. Planning Grant Application Form

Applicant (Agency & address - including zip)		Proposed Date of Completion: February 28, 2012	
		Grant Amount Requested: \$ 1,000,000	
Metropolitan Transportation Commission Association of Bay Area Governments 101 8 th Street, Oakland, CA 94607		Check one	
		City	
		County	
		MPO	<input checked="" type="checkbox"/>
		COG	
		RTPA	
		JPA	
		Joint Proposal	
If Joint Proposal, list participating entities/ contact person:			

Lead Applicant's Name: Metropolitan Transportation Commission (MTC)	
Title of Proposal (summarize the deliverable to be funded by this grant) One Bay Area: A Community Strategy for a Sustainable Region	
Applicant's Representative Authorized in Resolution Name: Steve Heminger Title: Executive Director Phone: 510-817-5810 Email: shemin@mtc.ca.gov	Person with Day to Day Responsibility for Plan (if different from Authorized Representative) Name: Kenneth Kirkey Title: ABAG Planning Director Phone: 510-464-7955 Email: Kennethk@abag.ca.gov

Focus Area		Program Objectives	
<input type="checkbox"/>	Focus Area # 1	<input type="checkbox"/>	Applying for 20% EDC set aside
<input checked="" type="checkbox"/>	Focus Area # 2	<input type="checkbox"/>	
<input type="checkbox"/>	Focus Area # 3	<input checked="" type="checkbox"/>	Improve air and water quality
Eligibility Requirements (mandatory)		<input checked="" type="checkbox"/>	Promote public health
<input checked="" type="checkbox"/>	Consistent with State Planning Priorities	<input checked="" type="checkbox"/>	Promote equity
<input checked="" type="checkbox"/>	Reduces GHG emissions on a permanent basis	<input checked="" type="checkbox"/>	Increase affordable housing
<input checked="" type="checkbox"/>	Collaboration requirement	<input checked="" type="checkbox"/>	Increase infill and compact development
Priority Considerations		<input checked="" type="checkbox"/>	Revitalize urban and community centers
<input checked="" type="checkbox"/>	Demonstrates collaboration & community involvement	<input checked="" type="checkbox"/>	Protect natural resources and agricultural lands
<input checked="" type="checkbox"/>	Addresses climate change impacts	<input checked="" type="checkbox"/>	Reduce automobile usage and fuel consumption
<input checked="" type="checkbox"/>	Serves as best practices	<input checked="" type="checkbox"/>	Improve infrastructure systems
<input checked="" type="checkbox"/>	Leverages additional resources	<input checked="" type="checkbox"/>	Promote water conservation
<input checked="" type="checkbox"/>	Serves an economically disadvantaged community	<input checked="" type="checkbox"/>	Promote energy efficiency and conservation
<input checked="" type="checkbox"/>	Serves a severely disadvantaged community	<input checked="" type="checkbox"/>	Strengthen the economy

I certify that the information contained in this plan application, including required attachments, is complete and accurate	
Signature: _____	8/31/12
Applicant's Authorized Representative as shown in Resolution	Date
Print Name and Title: Steve Heminger, MTC Executive Director	

2. Proposal Summary Statement

Applicant: ABAG/MTC

Proposal Title: *One Bay Area: A Community Strategy for a Sustainable Region*

Project Need: The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG), as the Metropolitan Planning Organization (MPO) and Council of Governments (COG) respectively, are charged with developing the region's first Sustainable Communities Strategy (SCS) to implement SB 375 in the nine-county San Francisco Bay Area. Our agencies have established strong partnerships with local governments and a variety of stakeholder groups through the FOCUS program, the region's state-funded regional blueprint planning program. We now need to leverage these partnerships to build support for the successful adoption of a SCS that meets the region's greenhouse gas reduction target established by the California Air Resources Board and future housing demand for all income categories. This *One Bay Area: A Community Strategy for a Sustainable Region* proposal outlines several strategies, which have been coordinated with the other three largest MPOs, for meeting this need and leads to the development of a draft SCS:

- Support targeted community engagement in disadvantaged communities and develop visualization tools to engage local and regional stakeholders and decision makers
- Identify performance indicators and a process for monitoring progress on SCS goals
- Identify and maximize CEQA streamlining benefits for development and transportation projects consistent with the SCS/RTP
- Coordinate with adjoining MPOs and COGs on interregional planning issues
- Support local government implementation of SCS strategies
- Develop a regional economic development strategy and supporting planning initiatives

ABAG and MTC have demonstrated our ability and commitment to advance implementation of sustainable community goals through FOCUS and supporting programs. FOCUS has taken a major step forward on a comprehensive regional growth strategy by adopting over 120 Planned and Potential Priority Development Areas (PDAs) in more than 60 Bay Area jurisdictions and nearly 100 Priority Conservation Areas. The region for the first time—where prior regional efforts have failed—developed a link between local plans and regional agency objectives relative to where new growth should be directed. In aggregate, PDAs encompass nearly all of the region's transit-served, infill neighborhoods and can accommodate more than 50% of the region's housing need through 2035 on only 3% of the region's land area based upon existing plans. The successful accommodation of most of the region's future growth in the PDAs is a critical factor in implementing SB 375 in the Bay Area. FOCUS has been successful because several programs have been established to support its implementation. ABAG and MTC support PDAs through our long-standing technical assistance, planning, and capital grant programs. Over \$53 million has been directly invested in PDAs through these programs alone since 2008. However, even with this support, Bay Area local governments face enormous infrastructure needs to implement the development visions they have planned for. This need is estimated at \$14.7 billion based on an initial assessment of Planned PDAs including water and sewer infrastructure, affordable housing, streetscapes and other categories. No one entity can address these needs, so a broad collaboration between multiple partner agencies and organizations, including the State of California, is needed as outlined in our proposal.

Achieving the Intent of Focus Area #2: Focus Area #2 emphasizes collaboration with local governments to implement SB 375 within the 3 E's context. Our proposal will implement SB 375 through our partnerships with PDA jurisdictions and Bay Area Consortium members, which include over 300 groups to advance community strategies for a sustainable region. The proposal targets SB 375 implementation at the state, interregional, regional, and local level to advance community and regional sustainability issues at multiple levels. We look forward to the challenge and opportunity this presents.

3. Proposal Description

Applicant: ABAG/MTC

Proposal Title: *One Bay Area: A Community Strategy for a Sustainable Region*

Threshold Requirements

1. *a., b., and c.* Our proposal, as outlined in the Work Plan, is consistent with the State's Planning Priorities because it centers on advancing implementation of FOCUS, the San Francisco Bay Area's regional blueprint plan started in 2006. FOCUS promotes a more efficient development pattern by encouraging infill development and the preservation of natural resource areas through Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs). PDAs and PCAs are locally identified and regionally adopted areas to focus investments, to promote infill development in existing communities, and to preserve our natural land. They provide a solid basis for developing the region's Sustainable Communities Strategy (SCS) under SB 375.

2. *a. i.* Senate Bill 375, signed into law in 2008, establishes a process to implement AB 32 by requiring CARB to adopt regional greenhouse gas (GHG) emission reduction targets for the automobile and light truck sector by September 30, 2010. Eighteen MPOs in the state will be required to meet these targets either through its Sustainable Communities Strategy (SCS) or Alternative Planning Strategy (APS). In this region, MTC and ABAG intend to reach the GHG emission reduction target through its SCS. However, meeting the targets will require extensive planning with and cooperation from our local agencies. Similar to other MPOs in the state, we have evaluated a number of investment, land use, and pricing scenarios to assist CARB in developing "ambitious, but achievable" GHG targets. Through this evaluation, we found that our existing RTP achieves a 2035 GHG per capita reduction target of about 3%. We also found that a target in the 10-12% range can be achieved through more focused growth and that a target in 15-18% range probably will require greater reliance on road pricing and other strategies as well. With this in mind, MTC recommended to CARB a per-capita greenhouse gas reduction of 7 percent by 2020 and 15 percent by 2035, sending a clear signal that the region wants to demonstrate its commitment to working with our federal, state, and local partner agencies and "business as usual" will not be acceptable if we intend to significantly reduce regional GHG emissions. The land use and transportation strategies of the SCS will seek to achieve these targets as demonstrated by the principles adopted by our boards supporting the target setting process and the development of the SCS. A major task in our proposal identifies the need to engage communities with visualization tools in order to ensure the development of a sound SCS. The tools will highlight different growth scenarios comparing business as usual with scenarios that incorporate transportation and land use policies to meet established targets.

2. *a. ii.* MTC has done extensive modeling and monitoring over the past several years using a number of performance measures and indicators, including GHG emissions (MTC was one of the first MPOs to regularly assess GHG emissions as part of its RTP EIR). ABAG and MTC's latest GHG evaluation is included in Projections 2009, the region's Regional Transportation Plan (RTP), and the RTP's companion Performance Assessment Report and its semi-annual State of the System Report. One of the key challenges to getting an accurate measure of GHG emissions is getting accurate data for fuel consumption and VMT data; unfortunately we can only estimate these measures based on somewhat incomplete data. One of the key elements of this grant is to explore and implement methods to improve data collection to better assess overall system performance. Other indicators addressing a broad range of SCS-related issues, including affordable housing, land conservation, the cost of housing plus transportation, equity, job access and economic development will be refined through an indicators sub-group of the established Regional Agency Working Group (RAWG), part of the larger regional SCS engagement process. The RAWG encompasses local jurisdictions, congestion management agencies, and stakeholder representatives from a broad range of equity, environmental, and economic non-profits convened to advise regional agency staff on the development of the SCS. This group will engage with regional agency staff to develop indicators that will be a mix of currently available data to track the region's progress and performance measures to assess modeled scenarios during the SCS process. A table summarizing an

initial set of indicators is included in the Supporting Documentation section; this work will be completed in summer 2011.

2. *b. i. and ii.* The next update of the Bay Area's Regional Transportation Plan and Regional Housing Need Allocation (RHNA) will be adopted in 2013 and must be incorporated in the SCS. The SCS will contain the adopted GHG reduction target as described previously. The SCS will also include a regional housing target upon which the RHNA and SCS growth allocations will be based. As transit-served infill areas, the Priority Development Areas (PDAs) provide opportunities to accommodate sustainable growth in areas where growth is supported by local jurisdictions. By advancing the implementation of FOCUS and supporting strategic growth in the region's PDAs this proposal will significantly increase the likelihood that the Bay Area will achieve the greenhouse gas targets of the first SCS. Before adopting the SCS, ABAG and MTC will be required to quantify the reduction in greenhouse-gas emissions projected to be achieved by the SCS and identify the difference (if any) between that reduction and the CARB targets for the region.

3. *a.* The collaboration requirement for Focus Area #2 is met by developing a work plan that aligns regional and local objectives for the development of a draft SCS and implementation of sustainable strategies. Collaboration will occur at both regional and local levels. Regional collaboration occurs through the state-mandated Joint Policy Committee (JPC), which coordinates the regional planning efforts of ABAG, MTC, the Bay Area Air Quality Management District (BAAQMD), and the Bay Conservation and Development Commission (BCDC). Local collaboration will continue through our existing partnerships established through FOCUS, particularly with local jurisdictions with Planned Priority Development Areas (PDAs). Planned PDAs are transit-served areas with comprehensive neighborhood plans for infill housing. Planned PDAs encompass a diversity of urban neighborhoods, suburban corridors, and town centers in a majority of the region's communities. Many issues related to Planned PDAs can only be addressed through a collaborative effort between local communities, regional agencies, and stakeholders, which underscores the importance of the tasks outlined in the work plan. Along with our standing RAWG and its companion SCS Executive Working group, we are seeking letters of intent from Planned Priority Development Area jurisdictions to participate in SCS development are included in our application packet under Item 6: Collaboration Requirement Letters demonstrating the commitment to this collaboration between local governments, MTC, and ABAG. We are also developing the Bay Area Consortium as listed in the work plan with members reaching out to over 300 groups working on all aspects of sustainability.

Program Objectives

Improve Air and Water Quality

1. What strategies (see Glossary) will be used to meet the air quality objective?

GHG emissions will be assessed and measured as described in response to *Threshold Requirement #2*. In addition, the US Environmental Protection Agency (EPA) designated the Bay Area air basin in nonattainment for the more stringent 24-hour fine particulate matter (PM 2.5) standard. Additionally, EPA is in the process of reconsidering the ozone standard set in 2008, and if a different standard is issued in 2010, EPA will begin a new process to designate areas for 2010 ozone on an accelerated schedule. Our air quality objectives are thus to decrease the amount of fine particulate matter and ground level ozone in the atmosphere and reach or exceed attainment objectives. The strategies that will be used to meet these objectives are to collaborate with the Bay Area Air Quality Management District (BAAQMD) on the development of PM2.5 and ozone State Implementation Plans, implementation of the 2010 Clean Air Plan, which addresses PM 2.5, ozone, air toxics, and greenhouse gas emissions, outreach to the six priority Community At-Risk Evaluation (CARE) communities that overlap with PDAs, and ongoing

engagement with local governments on the BAAQMD's thresholds of significance guidance for the air quality impact analysis under CEQA. Coordination with the BAAQMD with CARE communities and on implementation of their thresholds is of particular importance to ensure that appropriate development is not impeded when air quality issues have been addressed.

2. What indicator(s) will be used to measure the outcomes?

As shown in the supporting documentation, ozone levels and particulate matter will likely be used to measure SCS outcomes, but indicators will be refined with stakeholders as outlined in the work plan.

3. How will the proposal be consistent with the State Implementation Plan (see Appendix O), as specified by the local air district?

Our proposal includes coordination with the BAAQMD to achieve air quality objectives and thus will be developed consistently with the State Implementation Plan. MTC must demonstrate regional conformity with the new PM_{2.5} standard for the Transportation 2035 Plan and 2011 Transportation Improvement Program by December 2010. The BAAQMD, in partnership with MTC, must prepare a State Implementation Plan in 2012 that demonstrates attainment of the new national 24-hour PM_{2.5} standard by April 2014.

4. What strategies will be used to meet the water quality objective?

Section 303(d) of the federal Clean Water Act requires that states identify water bodies -- bays, rivers, streams, creeks, and coastal areas -- that do not meet water quality standards, and the pollutants that impair them. Within our region, the 2008 303(d) list of impaired water bodies includes more than 270 listings in 88 water bodies. Total Maximum Daily Loads (TMDLs) are action plans to restore clean water. TMDLs examine the water quality problems, identify sources of pollutants, and specify actions that create solutions. San Francisco Estuary Partnership (SFEP), a section of ABAG, is located at the Regional Water Quality Control Board. SFEP is a coalition of resource agencies, non-profits, citizens and scientists working to protect, restore, and enhance water quality in the region. SFEP has a variety of TMDL implementation initiatives in watersheds around the bay. Each of these initiatives has concrete metrics to measure water quality and habitat improvements. ABAG will coordinate with SFEP on those projects that improve water quality in Priority Development Areas.

5. What indicator(s) will be used to measure the outcomes?

All TMDL implementation projects have water quality metrics defined to measure outcomes. Overall, delisting of impaired water bodies is the primary measure that Bay Area watersheds are healthy.

6. How will the proposal be consistent with the Integrated Regional Water Management Plan?

The Integrated Regional Water Management Plan for the San Francisco Bay Area (Bay Area IRWMP) was completed prior to January 2007. ABAG and SFEP have been a part of the regional IRWMP Coordinating Committee since its inception. In March 2010, the Coordinating Committee prioritized developing a Regional Green Infrastructure Capacity Building Project. This project will be coordinated by ABAG and SFEP. The IRWMP defines Green Infrastructure as the "use of natural channels, drainages, and depressions for runoff conveyance and detention, and reductions in impervious surfaces and innovative stormwater management techniques." Green infrastructure practices provide pollutant removal benefits, thereby providing some protection for both ground water and surface water sources of drinking water. In addition, green infrastructure provides groundwater recharge benefits, and trees and plants improve urban aesthetics and community livability by providing recreational and wildlife areas. ABAG/SFEP will work with PDAs throughout the region to plan for, implement, and measure the success of green infrastructure projects such as replacing pavement with permeable pavers, reducing impermeable

surfaces, harvesting rainwater in cisterns of various capacities, establishing water-smart landscaping, restoring stormwater culverts to creeks and/or more naturalistic flood control channels.

Promote Public Health

1. What indicators will be focused on to meet the public health objective?

Promoting “healthy and safe communities” will likely be one of our key SCS goals. The public health objective is to create more walkable, complete communities that will help improve local health outcomes and reduce health disparities between communities. The indicators to be considered for this objective include increasing the average amount of biking and walking per person and to increase overall non-motorized mode share. Safety objectives will be to reduce vehicle, bicycle, and pedestrian collisions or injuries. Indicators listed for other Program Objectives clearly address aspects of healthy communities, such as increased transit frequency, reduced PM2.5 exposure, and increased walkability.

2. Describe how the proposal addresses and responds to the definition of a healthy community.

Healthy communities as defined in Appendix G of the application guidelines overlaps with our definition of complete communities. Our proposal targets the development of Priority Development Areas as complete, healthy communities by investing in transit and community amenities. Our proposal also addresses the environmental quality and sustainability of communities by encouraging the preservation of natural and agricultural lands through investment of Priority Conservation Areas. The proposal also addresses adequate levels of economic and social development through a partnership to identify job location near transit, which is not part of this grant application, but will complement proposal objectives. Social equity is also addressed through outreach to disadvantaged communities in Planned PDAs for involvement in the discussions of the SCS. Lastly, the proposal is supportive of social relationships through our extensive SCS engagement process/framework and funding programs to create safe neighborhoods, such as by improving the urban environment through the TLC program.

3. Describe how, in the development and implementation of the proposal, public health co-benefits and potential adverse health consequences will be identified, and for any identified negative consequences that may be associated with the Proposal, the approach to mitigating or preventing these consequences.

The identification of public health co-benefits and potential adverse health consequences of locating more housing near transit is an issue that is front and center in the San Francisco Bay Area. The collaboration with the BAAQMD is thus critical to addressing areas where transit stations are close to freeways and in CARE communities. To this end, the BAAQMD recently adopted CEQA Guidelines to identify proposed local plans and development projects that may have a significant adverse effect on air quality and public health. By working with the Air District to mitigate or prevent these consequences, both creating more walkable, transit accessible communities and healthy communities will be advanced.

4. Describe the extent and nature of the coordination and collaboration with the local health officer/health department for the cities and counties included in your agency’s jurisdiction or covered by the scope of the Proposal.

As described in the work plan, a Bay Area Consortium is being convened that incorporates the interconnected collaborative partnerships that already exist between MTC, ABAG, and our partner regional agencies advancing joint regional planning policy pertaining to air quality, climate adaptation, environmental justice, and water quality and with the region’s extraordinarily strong non-profit sector and the University of California-Berkeley. One of the consortium members is the Bay Area Regional Health Inequities Initiative (BARHII), a nationally recognized coalition of the Bay Area’s Public Health Departments focused on disparate health outcomes between communities related to race and income and public health policies related to infill development and ensuring benefits for current residents of transit-served urban neighborhoods. BARHII has produced assessments of health inequities related to the built

environment. As part of the Consortium BARHII will work with MTC/ABAG to develop policies that support the development of PDAs, provide benefits to current and future residents of PDAs and reduce public health inequities in the Bay Area's communities.

Promote Equity

1. What strategies will be used to meet the equity objective?

MTC has done extensive work through its RTP equity analyses, which has led to development of several planning and programming activities, including our *Lifeline Transportation Program*, *Community Based Plans*, and our annual equity "*Snapshot Analysis*". The strategies outlined in the work plan, born from these programs, promote engagement of equity interest groups in the SCS dialogue to ensure that their needs are evaluated in policy discussions. To this end, many equity groups are already part of the Bay Area Consortium, such as Urban Habitat and Breakthrough Collaborative. These partners will help ABAG and MTC ensure that a diverse group is involved in the SCS policy discussion. Visualization tools will also be used as an outreach tool to visually display the impact of different policy decisions.

2. What indicator(s) will be used to measure the outcomes?

The indicators that will be used as a place holder until stakeholders are involved in determining final indicators are access to transportation, concentration of poverty, and housing plus transportation cost as a percent of household income. The selection of final indicators will be informed by MTC's RTP Equity Analysis and Snapshot Analysis, a recently completed process to identify equity-related, nearer-term indicators that assess transportation differences between Communities of Concern today and track changes over time. The Communities of Concern are areas defined by their shares of minority population (70% or more of population is a racial minority) and poverty (30% or more of the households earn below 200% of the poverty level).

3. Explain how disadvantaged communities will be engaged in the planning process for the proposed outcomes.

As shown in the Disadvantaged Community Documentation, several disadvantaged communities are included in the Planned Priority Development Areas and Communities of Concern. The engagement of disadvantaged communities will be accomplished through partnerships with local community based organizations. The community based organizations will be identified with the support of the Bay Area Consortium (See Work Plan for detailed list of partners) that has been convened to address the implementation needs of Planned Priority Development Areas. These community based organization partners will collect and summarize the needs and priorities of these communities and how different transportation and land use policies impact them. The summary will be conveyed to regional working groups and boards to support the development of the SCS.

Increases Housing Affordability

1. What strategies will be used to meet the housing affordability objective?

Our proposal builds on our existing partnerships, particularly with local governments that have voluntarily designated Priority Development Areas (PDAs) as part of FOCUS. Collectively, based upon existing plans, PDAs can accommodate more than 50% of the region's anticipated housing need through 2035 within only 3% of the Bay Area's land area. The successful accommodation of most of the region's future housing need across all income sectors in the PDAs is one of the strategies to meet the housing affordability objective.

Several programs outlined in the work plan will advance our housing affordability strategies and will support our current efforts. Increasing the supply of affordable housing is one of the primary goals of the current Station Area Planning grant program. As part of the planning process, MTC and ABAG require

grant recipients to complete an affordable housing strategy that outlines specific goals and strategies. The Technical Assistance program provides small grants to local jurisdictions to complete discrete planning projects that support plan implementation in PDAs, which can include the development of affordable housing strategies, financing, or design of community engagement processes. In 2009, MTC's Transportation for Livable Communities (TLC) Program was modified to directly support PDAs. TLC funds are now dedicated to funding projects in PDAs, and reducing displacement of existing residents is a specific program goal. Additionally, the scope of the program has been expanded to try to address a broad range of investment needs to create complete communities. In addition to the more traditional streetscape and transportation improvements, TLC can now fund activities that support housing development, including land assembly, site acquisition, project entitlement, and infrastructure improvements.

In parallel to our work plan, MTC is also advancing the creation of a Bay Area TOD Affordable Housing Fund. On February 24th, 2010 MTC reserved \$10 million in regional Transportation for Livable Communities (TLC) funding for this fund. The fund will be utilized to secure sites in Priority Development Areas (PDAs) for affordable housing development. The funds will be spent in PDAs on projects that have the greatest potential to deliver new affordable housing units. Interest on the part of regional and national foundations provides an opportunity to substantially leverage the TLC investment. Foundation and other sources of funding must be matched by TLC funds on a minimum 3 to 1 basis by August 31, 2011 to reach a minimum fund total of \$40 million. An application to further advance this Fund is being submitted to the U.S. Department of Housing and Urban Development's Community Challenge Planning Grant program.

2. What indicator(s) will be used to measure the outcomes?

The number of permitted housing units to meet the Regional Housing Needs Allocation (RHNA) for all income categories and the number of housing owners with costs greater than 35% of their income are likely indicators to be used to measure the outcomes of this program objective.

3. How will the proposal be consistent with housing affordability requirements under the RHNA?

The proposal will be consistent with RHNA requirements because SB 375 outlines RHNA requirements for the development of the SCS, and this proposal will develop a draft SCS consistent with those requirements. SB 375 requires the RHNA cycle to be coordinated with every other RTP update making it an 8-year cycle beginning with the RTP to be adopted in 2013. It also requires that the SCS identify areas within the region sufficient to accommodate twenty-five years of future housing demand from all income categories. Additionally, the RHNA allocation must be consistent with the development pattern encompassed in the SCS, and the resolution approving the RHNA shall demonstrate that it is consistent with the SCS. It is our intent to make RHNA the first 8-years of our 25-year housing projection that constitutes the land use element of the SCS.

Promote Infill and Compact Development

1. What strategies will be used to meet the infill and compact development objective?

Infill and compact development will be addressed by supporting development within Planned PDAs, which are transit-served locations in existing communities. Making implementation of development plans for these areas easier by providing CEQA tiering/streamlining for projects consistent with the SCS/RTP Program EIR will decrease the environmental work necessary to implement good projects in these locations. Other policy incentives for jurisdictions that protect resource areas and farmland will also be considered by the SCS process using some work previously done when selecting PCAs.

2. What indicator(s) will be used to measure the outcomes?

A practical indicator to measure this outcome is the proportion of jobs and housing within a half mile of transit. Other indicators will be considered as part of the project.

Revitalize Urban and Community Centers

1. What strategies will be used to meet the urban and community center objective?

The strategies to advance revitalization of urban and community centers are similar to those identified for promoting infill and compact development. More specifically, addressing infrastructure needs in existing communities has been identified as a central task to revitalize urban and community centers by local jurisdictions. Securing additional funding to address the infrastructure needs in Planned PDAs through the SCS process has become an important policy consideration. Through an analysis of Planned PDAs currently being completed and to be refined through this grant, the total infrastructure needs to complete the visions of these communities for revitalized urban and community centers are likely in excess of \$15 billion based on the surveys received. This infrastructure need includes transit expansion, affordable housing, road improvements, public facilities, and park needs. Thus, the strategies advanced through this work plan and complementary grant applications to create a Bay Area TOD Fund and PDA infrastructure bank are of utmost importance.

2. What indicator(s) will be used to measure the outcomes?

A practical indicator to measure this outcome is the regional agency dollars spent in support of PDAs and corresponding level of jobs created and housing, including affordable housing, built in the PDAs.

Protect Natural Resources and Agricultural Land

1. What strategies will be used to meet the natural resources and agricultural land objective?

The primary strategy outlined in the work plan to protect natural resources and agricultural lands is to advance conservation of PCAs, which were adopted as part of FOCUS in 2008. PCAs are regionally significant, natural, and recreational resource areas in need of protection in the near-term. Policy incentives to advance protection of these lands will be explored through the development of the draft SCS. Other funding sources will also be explored, including looking to state programs to recognize regional and local priorities in their funding programs. Additionally, ABAG staff will continue to partner with land conservation organizations on the protection of these lands and share information with local governments about conservation needs and planning tools.

2. What indicator(s) will be used to measure the outcomes?

Indicators that can be considered for measuring the protection of natural resources and agricultural land are the number of acres of protected land, acres of farmland in the region, and acres of greenfield developed (or not developed) as a result of focused growth policies.

3. How will the proposal be consistent with the California Wildlife Action Plan, Natural Community Conservation Plan and the Surface Mining and Reclamation Act (see Appendix O)?

The proposal is consistent with several state conservation programs. It is consistent with the California Wildlife Action Plan by supporting the statewide conservation actions outlined in the plan, such as working with cities and counties to secure sensitive habitats and key habitat linkages advanced by the PCAs. ABAG is currently serving on the committee for the Bay Area Critical Linkages project of the Bay Area Open Space Council, which is looking at key habitat linkages as a more specific analysis to the Statewide Habitat Connectivity study. The Natural Community Conservation Plan (NCCP) program is also advanced by this proposal. Several NCCPs and Habitat Conservation Plans have been developed in the Bay Area. The strategies outlined above aim to provide support to protect lands within those plans. The Surface Mining and Reclamation Act addresses mineral resource conservation. This proposal supports that by encouraging growth in urban areas and protecting natural resource areas.

Reduce Automobile Use and Fuel Consumption

1. What strategies will be used to meet the automobile use and fuel consumption objective?

The objective of reducing automobile use and fuel consumption is in parallel with those of the SCS and the FOCUS Program. The SCS aims to increase transit ridership and non-motorized travel, thus reducing VMT, GHG emissions, and fuel consumption. In the Bay Area, approximately 40% the region's emissions come from the transportation sector. An array of land use and supportive transportation strategies will be evaluated to reach the regional GHG emission reduction target for the SCS/RTP through the outreach process described in the work plan. Example strategies include providing incentives for developing walkable, bikeable neighborhoods and increasing transit ridership through our existing TLC, Climate Initiative, and Regional Bike Network funding. The FOCUS Program also pursues the increase of transit ridership and reduction of automobile use through development in PDAs. Lastly, MTC's TOD Policy requires local agencies to plan for certain housing densities to be eligible for our Regional Transit Expansion Program funding.

2. What indicator(s) will be used to measure the outcomes?

The following indicators, along with others that may be suggested by stakeholders, will be evaluated as part of the indicators work plan task: transit ridership, vehicle miles traveled, walkability, reduced fuel/energy consumption, and access to essential destinations.

3. How will the proposal be consistent with the California Transportation Plan (see Appendix O).

The proposal is consistent with the California Transportation Plan because it has outlined tasks that advance implementation of the CTC Vision: "California has a safe, sustainable, world-class transportation system that provides for the mobility and accessibility of people, goods, services, and information through an integrated, multimodal network that is developed through collaboration and achieves a Prosperous Economy, a Quality Environment, and Social Equity." The three E's are called out in the CTC as they are in the Strategic Growth Council goals and our regional transportation plan.

Improve Infrastructure Systems

1. What strategies will be used to meet the infrastructure systems objective?

Several strategies will be used to improve infrastructure systems in the Bay Area. MTC has recently launched a Transit Sustainability Project to establish a framework and implementation plan for a more robust, financially viable transit system that is both cost-effective and customer-focused. As mentioned previously, MTC's TOD Policy requires local agencies to plan for certain housing densities to be eligible for our Regional Transit Expansion Program funding. To support these efforts, we will continue to direct our Station Area Planning and Technical Assistance funds to local agencies to support planning around planned transit stations or in PDAs. Lastly, MTC's 2009 RTP includes a plan to construct 800 miles of tolled express lanes (also known as High Occupancy Toll or HOT lanes) by converting all existing and proposed HOV lanes. The MTC Commission believes it is important to invoke pricing policies that charge rates commensurate with use and time of day; this network approach has two-fold benefits: 1) provides funding for infrastructure improvements and transit services; 2) provides better level of service for transit and carpools. Most recently, MTC instituted peak pricing on the Bay Bridge.

2. What indicator(s) will be used to measure the outcomes?

Indicators that can be considered to measure this outcome include transit frequency, transit ridership, park acres per capita, and VMT reduction.

Promote Water Conservation

1. What strategies will be used to meet the water conservation objective?

To promote water conservation, ABAG and San Francisco Estuary Partnership (SFEP) will continue to promote green infrastructure projects and water conservation policies in Priority Development Areas. Many green infiltration approaches involve allowing stormwater to percolate through the soil where it recharges the groundwater and increases the base flow for streams, thus ensuring adequate water supplies for humans and more stable aquatic ecosystems. In addition, capturing and using stormwater conserves water supplies. Increasingly municipalities are seeing the value of implementing rain barrel or cistern programs and of adopting water conservation policies. For instance, all municipalities in Alameda County have adopted Bay Friendly Landscaping ordinances to promote water-conservation. In the larger context, smart growth policies can reduce water consumption by planning for more development in the region's urban core where temperatures are more temperate and lot sizes tend to be smaller resulting in less water use.

2. What indicator(s) will be used to measure the outcomes?

Residential water usage will be considered as an indicator.

3. How will this proposal help the State achieve its goal to reduce water consumption 20 percent by 2020?

This proposal will help the State make progress towards its goal to reduce water consumption 20% by 2020 by promoting infill development and green infrastructure projects in Priority development Areas.

4. Explain how this proposal is consistent with the Integrated Regional Water Management Plans.

The Integrated Regional Water Management Plan for the San Francisco Bay Area (Bay Area IRWMP) was completed prior to January 2007. A new appendix listing projects was added and adopted as part of the plan in March 2010. Developing a Regional Green Infrastructure Capacity Building Project was one of the high scoring projects added by consensus. The plan further identifies water conservation as a water management strategy. As outlined in our proposal, ABAG will work directly with the San Francisco Estuary Partnership to achieve the water quality and conservation objectives through the advancement of green infrastructure projects.

Promote Energy Efficiency and Conservation

1. What strategies will be used to meet the energy efficiency and conservation objective?

The promotion of green infrastructure projects in PDAs can also support the energy efficiency and conservation objective. These projects can decrease the demand for energy to heat and cool buildings. When incorporated on and around buildings, projects shade and insulate buildings from wide temperature swings. Additionally, diverting stormwater from wastewater collection, conveyance and treatment systems reduces the amount of energy needed to pump and treat the water. The location of housing in areas near the urban core, as promoted through FOCUS and PDAs, can also decrease energy needs as those areas adjacent to the bay have more mild summers and winters decreasing heating and cooling demands.

2. What indicator(s) will be used to measure the outcomes?

Residential energy consumption and decreased energy intensity per person mile traveled will be considered as indicators for energy efficiency and conservation.

Strengthen the Economy

1. What strategies will be used to meet the economy objective?

Advancing PDA development through the creation of complete communities and provision of affordable housing will directly support the retention and attraction of skilled labor force and businesses. The increase in the use of transit will also provide for a more efficient mobility pattern for a healthier

economy. The program objective to strengthen the economy will be further advanced through Task 7 identified in the work plan for creating a regional economic development strategy and supporting planning initiatives. SGC funding will serve as seed funds to advance this task through the Bay Area consortium grant to the US Department of Housing and Urban Development. The outcome will be policy options for the regional FOCUS Program and the Sustainable Communities Strategy that support the region's economic competitiveness while also fulfilling social and environmental goals.

2. What indicator(s) will be used to measure the outcomes?

The indicators for measuring how progress is being made toward strengthening the economy are net business formation, percent of jobs near transit, reduced delay/travel times, and gross regional product through improved accessibility.

Priority Considerations

1.a. ABAG and MTC will undertake all the tasks identified in the work plan. However, ongoing collaboration with state, regional and diverse stakeholder groups and community involvement is necessary for successful achievement of the proposal. The points of collaboration with these entities are identified in the work plan.

1.b. Local governments, regional agencies, other MPOs, and a variety of stakeholder groups, including the state, will be engaged in the implementation of the proposal as outlined in the work plan.

1.c. Communities across the Bay Area will be engaged in the SCS planning process through meetings organized by regional agencies in each county, forums established by community based organizations, and other venues that local governments will establish.

2.a. The proposal contains strategies that can serve as best practices for communities across the state. A process that can be used by other government agencies to develop strategies for the SCS is to use community based organizations (CBO) to engage communities that would not usually be involved in regional policy discussions. This process is outlined in the work plan and will be of particular help in engaging disadvantaged communities in the development of the draft SCS. This proposal will also select a visualization tool that can be used by other regions. We will summarize our lessons learned from this engagement tool and share it with other MPOs needing to undergo similar engagement processes.

2.b. The findings from the CBO and visualization tool processes will be posted on our agency websites. Additionally, MTC and ABAG through the Joint Policy Committee already have established a One Bay Area website to post meeting and background materials for the development of the SCS. Also, given the collaboration with other MPOs, updates will also be provided at MPO partner meetings.

3.a. The tasks contained in this proposal are leveraged by funding invested in PDAs through the Station Area Planning, Transportation for Livable Communities (TLC), and Technical Assistance programs. Shifting the focus of these programs to support PDAs demonstrates our commitment to realizing successful implementation of sustainable community strategies. The Station Area Planning grant program funds the development of plans around transit hubs to increase transit ridership. A total of \$9.2 million has been awarded to PDAs since 2008. The TLC program now only supports PDAs. The 2010 regional call for applications funded \$44 million in projects that support the creation of complete communities in PDAs. County congestion management agencies also fund projects in PDAs through their county share of TLC funds. Lastly, the first call for projects that advance PDA implementation through the Technical Assistance program funded \$175,000 in projects. Another call for technical assistance will be released this month. These funding programs demonstrate regional agency

commitment to advancing implementation of sustainable strategies in infill areas through PDAs. Funding from the Strategic Growth Council to support the tasks outlined in this proposal will be leveraged by these programs.

3.b. This proposal is being developed in coordination with two other federal grant applications. One of these applications is to the U.S. Department of Housing and Urban Development (HUD)'s Sustainable Communities Regional Planning Grant Program (SCRPGP). In support of the SCRPGP proposal and the larger effort to implement the FOCUS program, a Bay Area Consortium will be developed that incorporates the interconnected collaborative partnerships that already exist between MTC and ABAG and our partner regional agencies advancing joint regional planning policy. The region is pursuing funds to create a regional PDA infrastructure bank to help address the infrastructure needs of PDAs and to support a regional affordable housing investment strategy to ensure that 40% of future housing can be affordable. This grant application is for approximately \$4 million to supplement the scope of the tasks identified in the work plan and budget. Several of the tasks coordinated with our MPO partners (SACOG, SANDAG, and SCAG) would also be leveraged with their funding. The other federal grant application is to HUD's Community Challenge Planning grant program. We are applying for \$2 million from the program to support the Regional Affordable TOD Fund supported by the Great Communities Collaborative. These funding amounts are for work to be completed over a two-three year period. Funding decisions on these applications is expected by the end of 2010.

4.a. The San Francisco Bay Area is vulnerable to sea level rise given its proximity to the coast and Bay. BCDC developed a background report regarding the impacts of climate change on the Bay and shoreline. It mapped areas vulnerable to 16 inches of sea level rise at mid-century and 55 inches by the end of the century. The report found that 180,000 acres of shoreline are vulnerable to 16 inches of SLR and 213,000 acres are vulnerable to 55 inches of SLR. Some of these areas are also vulnerable to subsidence. A summary report of the impacts of climate change to the San Francisco Bay Area region is being led by the University of California with funding from the California Energy Commission's Public Interest Energy Research Program (PIER). BCDC will supplement the PIER-funded analysis with additional impact studies to ensure our regional impact analysis is comprehensive. Finally, BCDC is commencing a sub-regional adaptation planning effort that will develop and test climate adaptation planning processes and tools at scale(s) appropriate to developing solutions for Bay Area local implementation. ABAG and MTC will be supporting this study through the Joint Policy Committee of the regional agencies.

4.b. The proposal improves adaptation to climate change impacts by coordinating with BCDC on implementation of the Bay Plan, which addresses development along the shoreline. Many PDAs, public infrastructure, and natural systems line the shore, so coordination with BCDC on this task is critical. Coordination will involve local government engagement on adaptation measures to include in local and regional plans. The development of the SCS will consider how we site development and account for the costs to protect existing and newly proposed infrastructure funded through the RTP.

5.a. As described in the work plan, disadvantage and severely disadvantaged communities located in Planned PDAs will benefit by funding community based organizations to engage and organize community members around issues of importance to them as they relate to the development of the SCS. This involvement will ensure that their needs are identified and possible policies to address those needs are evaluated in the scenarios to meet regional SCS goals.

5.b. The economically disadvantaged community has engaged in the development of this proposal through members of the consortium (listed in the work plan), which work directly with many of these communities. Additionally, those disadvantaged communities in Planned PDAs were also supportive of

our proposal as demonstrated by the collaboration letters provided in the supporting documentation. Going forward, these communities will be involved in the development of the draft SCS through the work of the selected community-based organization.

Organizational Capacity

1. ABAG and MTC have extensive experience in completing this type of proposal. We have applied for and received State Regional Blueprint Planning funds for the past four years. This program funding has enabled us to create a successful regional blueprint plan for the San Francisco Bay Area called FOCUS, which has been in place for more than four years. FOCUS has been successful securing voluntary participation of local governments in the designation of Priority Development Areas and Priority Conservation Areas, which are supported by regional agencies. Given our track record through this program, we have the partnerships and experience necessary to implement the work plan outlined in this proposal with SGC support.

2. ABAG and MTC have active partners to advance the development of a draft SCS. Key partners are jurisdictions with Planned Priority Development Areas (PDAs). Given their voluntary participation in FOCUS and ability to accommodate 50% of the region's anticipated housing need through 2035 within only 3% of the Bay Area's land area, these local governments will play a key role in implementation of the Bay Area's SCS. They will be active participants as part of the Bay Area Consortium, regional agency working groups, county leadership groups, and community organizers. Other partners include our regional agency partners, the Bay Area Air Quality Management District and Bay Conservation and Development Commission through the Joint Policy Committee of our regional agencies, by refining our joint work plans that support PDA development that does not conflict with air quality and sea level rise concerns. Other active partners include additional members of the Bay Area Consortium as listed in the work plan. These members will help ensure that the range of interests covered by the grant program objectives are addressed in the development of indicators and the draft SCS.

3. The proposal will be kept on schedule and within budget by ensuring adequate staffing (which this grant supports) and project management. Project management software will be used to track task completion relative to completion dates and invoicing for deliverables. Furthermore, the proposal is subject to deadlines for completing a Sustainable Communities Strategy imposed by the State through SB 375.

4. First of all, strong project management will ensure that the proposal stays within budget. However, if the proposal goes over budget, our contingency plan includes covering costs with funding from other grant sources.

5. As outlined in the work plan, this proposal will be implemented through completion of the seven tasks identified. The final outcome will be a draft SCS that will be available for review by all and will be supported by the regional commitment to fund and support local land use planning grants through the Station Area Planning and Technical Assistance grant programs. Furthermore, the existing planned PDAs already point the way forward with adopted plans and zoning that will help shape the SCS to ensure it reflects local plans for low-carbon development. The final SCS (funding to develop the final SCS will be sought in future SGC funding cycles) will be further implemented by MTC through existing TLC, Station Area Planning, and Technical Assistance grant programs to assist local governments that will need to amend their plans, housing elements, and zoning ordinances to accommodate their RHNA and to support local implementation of SCS policies.